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**Remarks**

The Examiner has objected to the claims since the amendment did not use the proper listing as currently required by the US PTO due to the fact that the amendment was actually filed prior to this rule change. The Examiner has nevertheless entered the amendment and required a complete listing of the claims in response to the instant amendment. The Applicant thanks the Examiner for this procedure and includes the required amendment format in the instant amendment.

Claims 16, 18, 19, 21 through 23 and 25 through 27 stand rejected under 35 USC 102(e) as being anticipated by Peter et. al. US '569. Claim 24 stands rejected under 35 USC 103(a) as being unpatentable over Peter et. al. in view of Oshita US '324.

In responding to these rejections, the Applicant as rephrased independent claim 16 to improve an unfortunate choice of language. In particular, former claim 16 recited a steering column, borne in a tubular jacket. The conventional terminology, as used by Peter, refers to the entire assembly of the jacket bearing the rotating steering shaft as the steering column. Therefore, the steering column of Peter comprises the tubular jacket bearing an internal steering shaft. Former claim 16 referred to the steering shaft of Peter as a steering column. This unfortunate choice of language has led to confusion with respect to the prior art of Peter as explained in detail below.

The Peter disclosure comprises a steering column 9 comprising a steering shaft 31 borne in an outer tubular jacket (the tubular member surrounding and bearing steering shaft 31 and labeled together with that

steering shaft 31 as steering column 9. See Figure 2). However, Peter provides no disclosure of the means by which the steering column 31 is borne within the tubular jacket 9. Although it is clear that some bearing must be present, the location of that bearing is not disclosed by Peter. In particular, Peter provides no motivation for locating the bearing mechanism for the steering shaft 31 within the steering column 9 proximate to the code disc, as recited in the last four lines of claim 16. Claim 18 has been also amended for consistency with the amended claim 16.

The invention as now claimed recites an element missing from the prior art of record, that element leading to more accurate steering angle measurements. The invention is therefore sufficiently distinguished from the prior art to satisfy the requirements for patenting in the United States. The dependent claims of record inherit the limitations of the independent claim and are therefore similarly distinguished in the prior art of record for the reasons given. Passage to issuance is therefore requested.

No new matter has been added in this amendment.